



National Transportation Safety Board Aviation Accident Data Summary

Location:	SOLANA BEACH, CA	Accident Number:	LAX91FA020
Date & Time:	11/01/1990, 0745 PST	Registration:	N9956L
Aircraft:	GRUMMAN AA-1B	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Aerial Observation		

Analysis

THE AIRCRAFT WAS LOADED OVER GROSS WEIGHT WITH A CG OUTSIDE THE REAR ENVELOPE LIMIT. THE PIC AND REPORTER PROCEEDED TO THE SITE OF AN AUTO ACCIDENT. EVIDENCE SUPPORTS THE FACT THAT THE REPORTER, WHO WAS CURRENTLY RECEIVING DUAL INSTRUCTION AND HELD AN EXPIRED STUDENT PILOT CERTIFICATE, WAS FLYING THE AIRCRAFT. THE AIRCRAFT VIOLATED COMPANY MINIMUM ALTITUDE LIMITS BY DESCENDING TO ABOUT 800 FT AGL AND INITIATED A SERIES OF STEEP TURNS AT SLOW AIRSPEED. STATEMENTS FROM OTHER PILOTS ESTABLISHED THAT THE REPORTER LIKED TO CROSS CONTROL THE AIRCRAFT IN ORDER TO HAVE A BETTER VIEW OF THE GROUND. GROUND WITNESSES OBSERVED THE AIRCRAFT PERFORM AN ABRUPT MANEUVER THEN SPIN TO THE GROUND.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTENT STALL/SPIN. FACTORS IN THE ACCIDENT WERE: THE PILOT'S DECISION TO ALLOW THE REPORTER PASSENGER TO FLY THE AIRCRAFT IN A CRITICAL FLIGHT SITUATION, HIS DECISION TO ALLOW THE AIRCRAFT TO DESCEND TO AN ALTITUDE TOO LOW TO ALLOW FOR CONTINGENCIES, AND THE FAILURE OF THE PILOT IN COMMAND TO ENSURE THAT THE AIRCRAFT WAS PROPERLY LOADED.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. MANEUVER - INTENTIONAL - PASSENGER
 4. (C) AIRSPEED - NOT MAINTAINED - PASSENGER
 5. (C) STALL/SPIN - INADVERTENT - PASSENGER
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
7. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	945 hours (Total, all aircraft), 95 hours (Total, this make and model), 825 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRUMMAN	Registration:	N9956L
Model/Series:	AA-1B AA-1B	Engines:	1 Reciprocating
Operator:	CALIFORNIA WINGS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C2C
Flight Conducted Under:	Part 91: General Aviation - Aerial Observation		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRQ, 328 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 220°
Temperature:	-18°C	Visibility:	0 Miles
Precipitation and Obscuration:			
Departure Point:	SAN DIEGO, CA (MYF)	Destination:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON	Adopted Date:	02/12/1993
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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